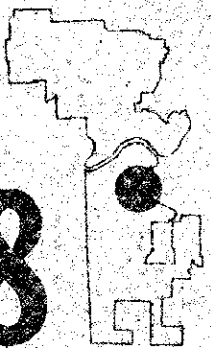


BLUE VALLEY INDUSTRIAL AREA PLAN

AREA PLAN

18



**APPROVED BY
CITY PLAN COMMISSION AUGUST 30, 1977
CITY COUNCIL JANUARY 12, 78
KANSAS CITY MISSOURI**

**PREPARED BY
CITY DEVELOPMENT DEPARTMENT**

OUTLINE OF THE COMPREHENSIVE PLAN

FOR

KANSAS CITY, MISSOURI

The comprehensive plan for Kansas City consists of four groups of reports identifying the requirements for giving order and purpose to the City's form and change. Ranging from broad values to specific programs, the reports are grouped according to four levels of consideration: Citywide Viewpoint, Strategies Plans, General Plans, and Project Plans.

Part I - Citywide Viewpoint

One report provides a statement of four related segments: factors and assumptions of population, economic, and development change within the city over the next twenty-five years; the elements of citywide development; alternative development concepts; and a plan of actions to be carried out over the next five years.

Part II - Strategy Plans

A series of reports provides statements of citywide needs and how these needs can be accomplished over the next one to twenty-five years within seven functional areas: housing, economic development, urban design, environment, new development, conservation and redevelopment, and development resources.

Part III - General Plans

Part III consists of two types of plans: function plans and area plans.

Section A - Function Plans

Each report in this section provides a citywide plan for one of these major urban functions: land use, fire and police facilities, parks and recreation, water and sewerage facilities, highway transportation, non-highway transportation, and natural resources, preservation and conservation.

Section B - Area Plans

The plans of this section discuss the full range of urban functions and proposed actions for each of forty-six areas covering the entire City. These reports are intended for wide public distribution.

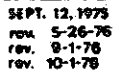
Part IV - Project Plans

These reports, along with accompanying sketches, maps and drawings, provide physical development plans for smaller areas ranging in size from several specific blocks to a single parcel of land ownership. Project plans are prepared as a result of community interest, neighborhood concerns, rezoning or subdivision actions, major public improvements, land development by private developers, or conservation or rehabilitation activity.

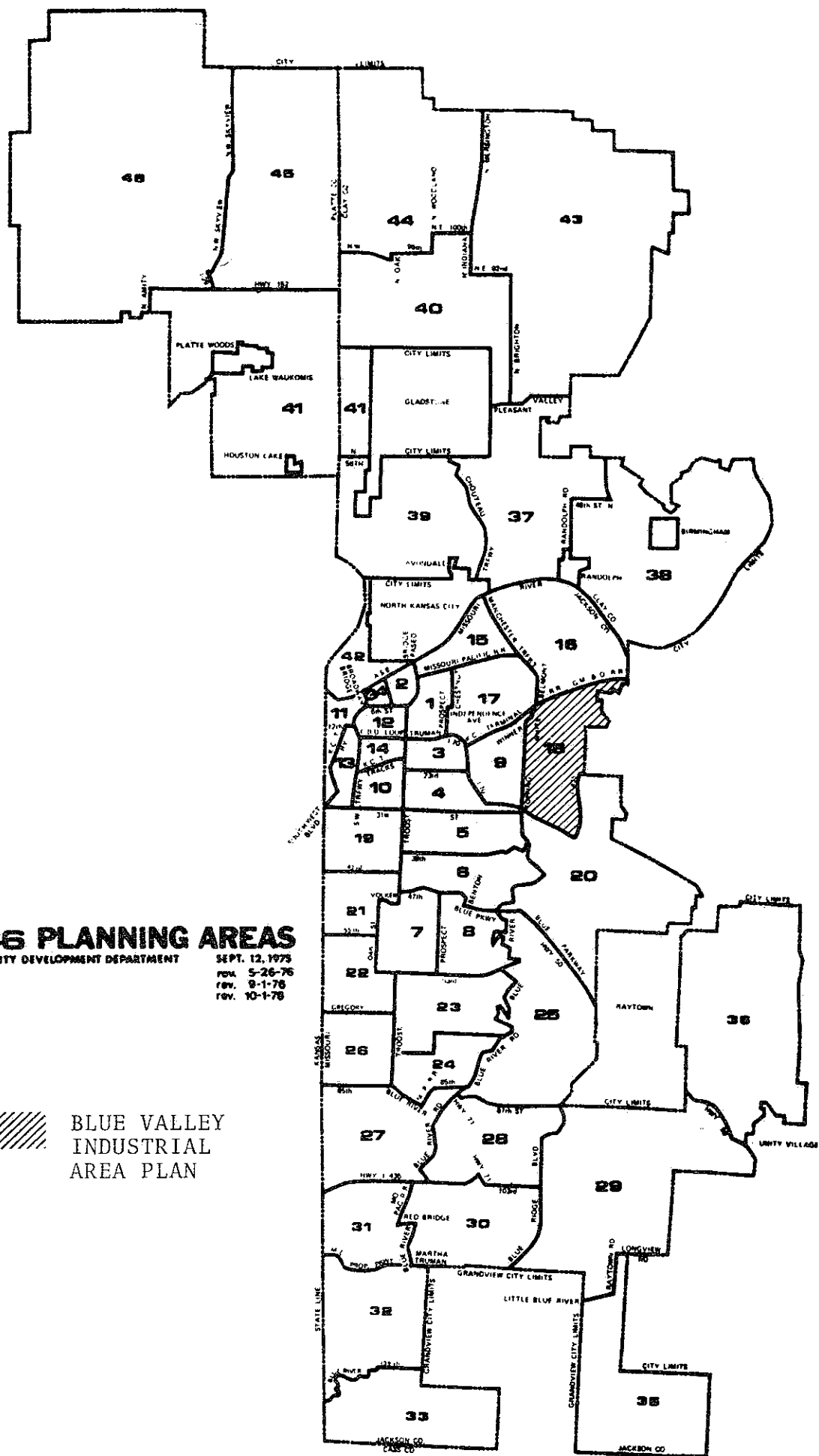
BLUE VALLEY INDUSTRIAL AREA

CITY DEVELOPMENT DEPARTMENT
KANSAS CITY, MISSOURI 64106

SEPTEMBER 1978



BLUE VALLEY
INDUSTRIAL
AREA PLAN



THIS RESOLUTION ADOPTED
48603 IMMEDIATELY

A RESOLUTION

APPROVING THE BLUE VALLEY INDUSTRIAL AREA PLAN AS A GUIDE FOR DEVELOPMENT WITHIN THE BLUE VALLEY INDUSTRIAL AREA BEING THAT PART OF KANSAS CITY BOUNDED BY KANSAS CITY TERMINAL RAILWAY, INTERSTATE 70, INDEPENDENCE CITY LIMITS AND TOPPING AVENUE.

WHEREAS, the City Development Department has conducted a study delineating the characteristics of the Blue Valley Industrial Area Plan; and

WHEREAS, as the result of said study, the City Development Department has suggested a guide for future development and redevelopment of the area by identifying housing and public needs; and

WHEREAS, the City Development Department has incorporated its findings in the Blue Valley Industrial Area Plan; and

WHEREAS, legal notice of the hearing before the City Plan Commission was published on July 5, 1977, in conformity with State and local law; and

WHEREAS, the City Plan Commission did hold a public hearing on August 30, 1977; and

WHEREAS, the City Plan Commission did recommend approval of the Blue Valley Industrial Area Plan on August 30, 1977; and

WHEREAS, the City Plan Commission recommends the City Council adopt a Resolution approving the Blue Valley Industrial Area Plan as a guide for future development within the Blue Valley Industrial Area being that part of Kansas City bounded by Kansas City Terminal Railway, Interstate 70, Independence City Limits and Topping Avenue; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the "Blue Valley Industrial Area Plan", as prepared by the City Development Department and adopted by the City Plan Commission on August 30, 1977, be and the same is hereby adopted by the Council as a guide for the development of the area as described in said Plan. A copy of said Plan is on file in the Office of the City Clerk under document number 48603 and is incorporated herein by reference.

Section 2. That the Council finds and declares that before taking any action on the proposed area plan, all public notices and hearings required by law have been given and had.

Authenticated as Passed this

1978 12 JAN

CHARLES B. WHEELER,

Mayor

Form 461 - Law
(11718)

Richard Brummett, City Clerk

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PREFACE

This is a plan for the Blue Valley Industrial Planning Area No. 18 of 46 areas for which plans are being prepared by the City Development Department for the City of Kansas City, Missouri.

The Blue Valley Industrial Planning Area is bounded on the north by the Kansas City Terminal Railway, on the south by Interstate 70 (I-70), on the east by the City Limits and Interstate 435 (I-435), and on the west by Topping Avenue.

During the area planning process, the City Development Department provides planning and management services and helps the community set priorities on the use of limited public funds. Attempts are made to identify limited funds available to meet these high priority needs.

This report was prepared by Jose F. Aponte, a planner in the City Development Department. Assistance was given by other City departments and citizens in the area.

This study was financed, in part, by a Comprehensive Planning Assistance Grant from the Department of Housing and Urban Development under Section 701 of the Housing Act of 1954, as amended.

I. THE BLUE VALLEY INDUSTRIAL AREA HAS
A LOW TO MODERATE INCOME RESIDENTIAL
FUNCTION AND A HEAVY INDUSTRIAL
FUNCTION

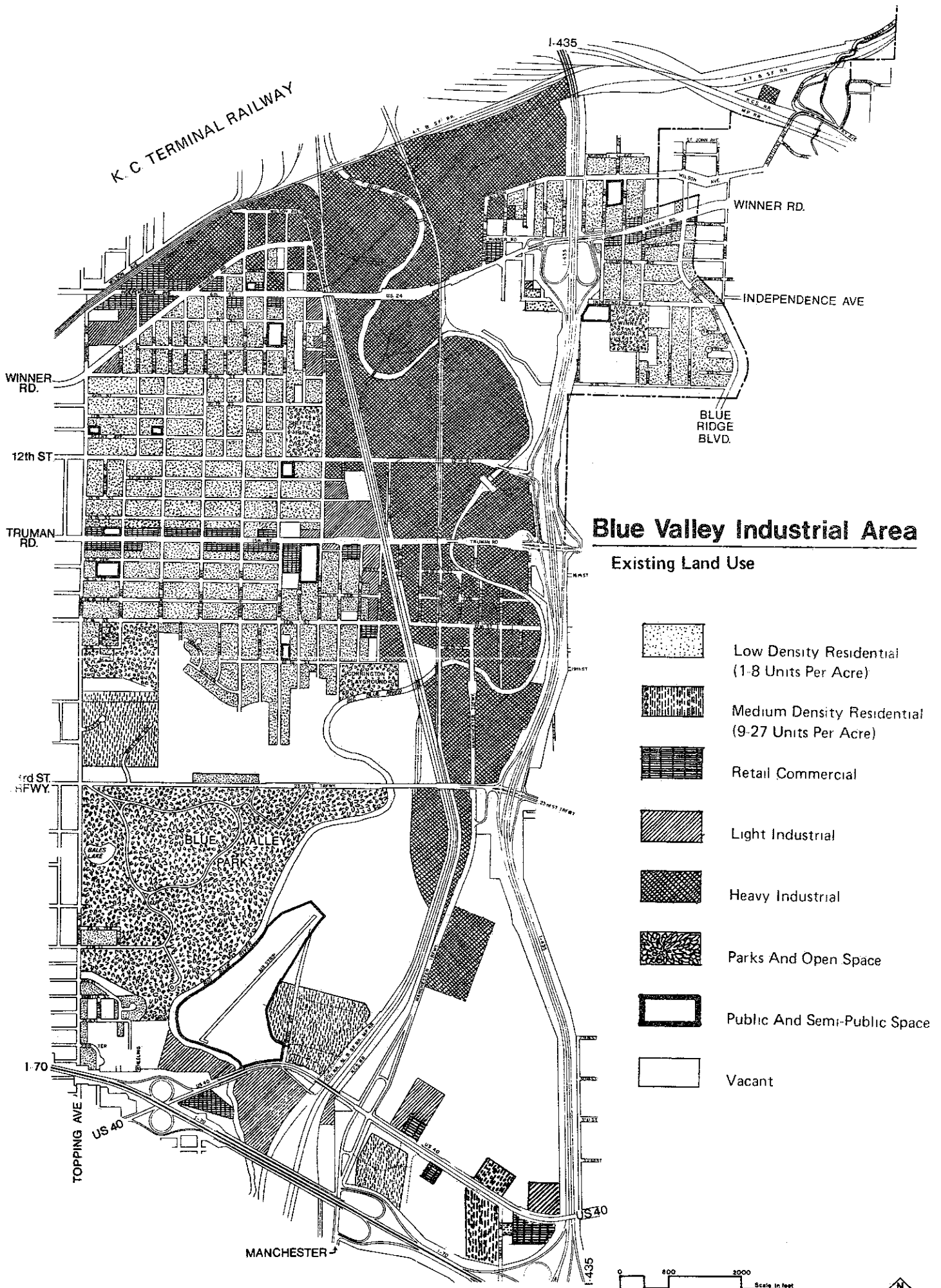
1. THE RESIDENTIAL FUNCTION HAS MAINTAINED ITS CHARACTER
OVER THE PAST TWO DECADES

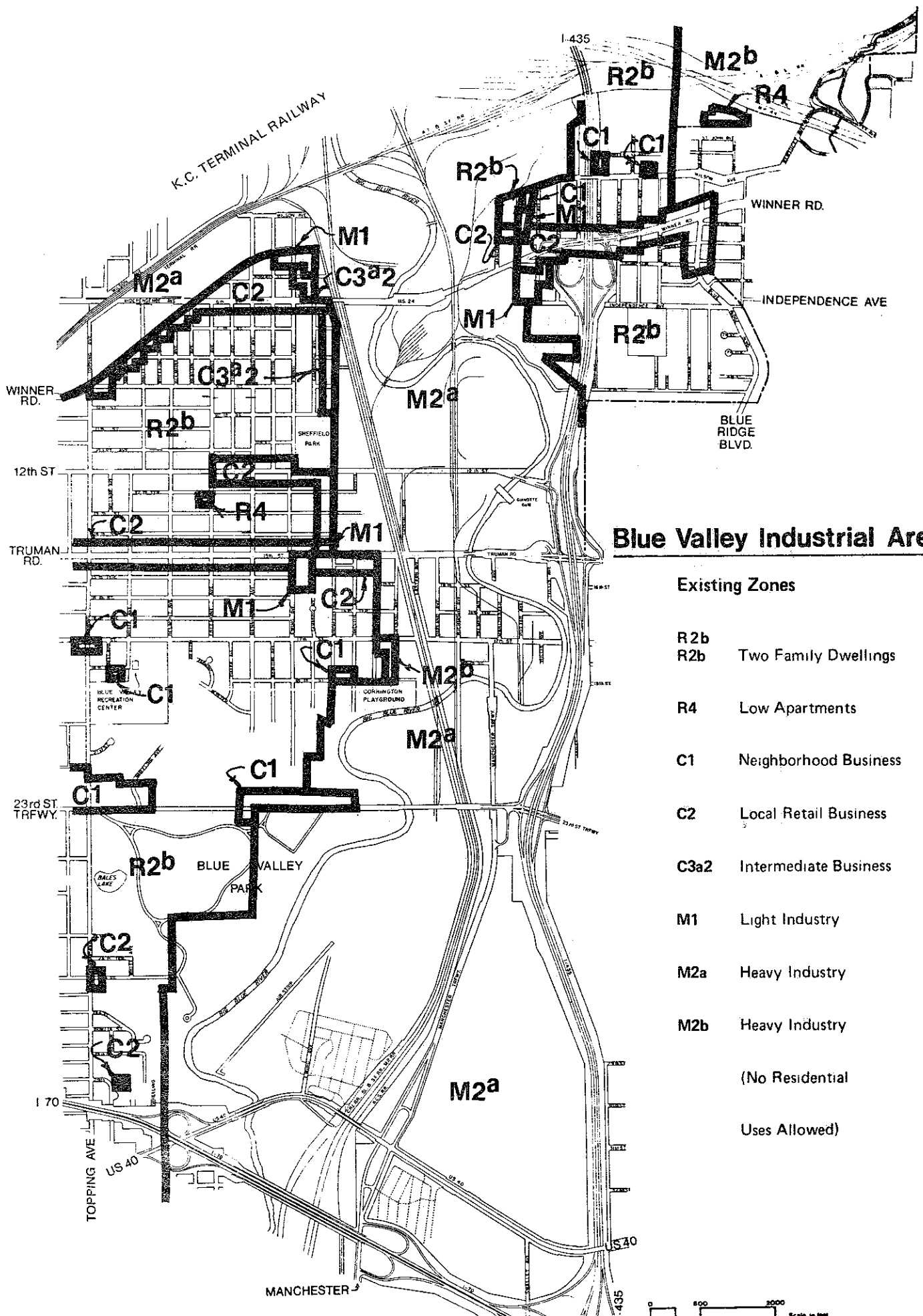
(1) Some Of The Area's Socio-Economic Characteristics
Are Similar To Other Older Neighborhoods In The
City In Many Ways.

- Population has been decreasing----In 1950, the population of the area was 12,481 people. In 1960, it had decreased to 11,660, a 7 percent decline; and by 1970 the total population of the area was 9,248 persons. This represents a 22 percent decline between 1950 and 1970.

The racial composition of the area has been almost entirely white. In 1950, only a very small portion of the population (0.2 percent) was black. Between 1950 and 1970, there was no significant change. From 1970 to the present, a significant number of black families have moved into the area. The majority of these families live in the Park Tower Garden development located along Topping Avenue between 21st Street and 23rd Street Trafficway. However, there are no figures which would indicate the exact number of black families presently living in the planning area.

- Income is low to moderate----In 1970, of the 3,100 families living in the area, approximately 1,600 families, or 52 percent of the total, made less than \$9,000 a year as compared to 39 percent for the metropolitan area. Twenty-seven percent made between \$9,000 and \$12,000 (22 percent for the metropolitan area); and 21 percent made above \$12,000 (40 percent for the metropolitan area).





Blue Valley Industrial Area

Existing Zones

- R2b Two Family Dwellings
- R4 Low Apartments
- C1 Neighborhood Business
- C2 Local Retail Business
- C3a2 Intermediate Business
- M1 Light Industry
- M2a Heavy Industry
- M2b Heavy Industry
- (No Residential Uses Allowed)

- The age of the population is increasing----
Census figures show that in 1970 12.5 percent of the population was above 65 years of age. The metropolitan area's figure was 9 percent.

Reflecting the increasing number of senior citizens in the area is the number of families receiving social security. In 1970, according to the census figures, 22.3 percent of the families in this area were receiving social security payments. The percentage figure for the metropolitan area was 17.1 percent.

(2) Owner Occupied Units Are Predominant.

In 1970, there were approximately 4,100 dwelling units in the area. Sixty-seven percent of these units were owner occupied, 27 percent were renter occupied and the vacancy rate was 6 percent. The vacancy rate for the metropolitan area was also 6 percent.

(3) Single-Family Houses Are Predominant.

Of the 4,100 dwelling units in the area, 95 percent are single-family. The only large concentration of multi-family units - townhouses and duplexes - is Park Tower Garden, located on the west edge of the area. The majority of the residential structures are in good condition. However, several pockets of deteriorated units can be found throughout the planning area (See Problem Residential Area map).

2. BASIC NEIGHBORHOOD FACILITIES COMPLEMENT THE RESIDENTIAL FUNCTION

(1) Several Community Facilities Provide A Diversity Of Public Services.

Various community centers maintain a variety of programs in the neighborhood. Whatsoever Community Center, which was established in 1911, offers a full range of community services. Athletics, crafts, educational programs, family planning and a well-baby clinic are offered throughout the year. Senior citizen services, which are administered through the Northeast Aging Program, are financed by Title III funds provided by the Mid-America Regional Council (MARC). The Blue Valley Salvation Army Community Center, located at 6618 East Truman Road, provides social and day care services to area residents. Nor-Val-ee Y.M.C.A., situated at 6604 East 12th Street, also provides recreational and social services. In addition, the Y.M.C.A. operates an outdoor swimming pool, however, an annual membership fee is required to join the Y.M.C.A. The Blue Valley Recreation Center, located at 18th and White Avenue, also offers a wide range of recreational and educational activities. The programs in this recreation center are administered by the Parks and Recreation Department of the City of Kansas City, Missouri.

(2) Three Public Elementary Schools Provide Adequate Educational Facilities.

Manchester Elementary School, with a capacity of 420 students, had a 1976-77 enrollment of 382, of whom 25.7 percent were minority students. McCoy Elementary School, with a capacity of 560 students, had a 1976-77 enrollment of 446, of whom 17.3 percent were minorities. Harrison Elementary School, with a capacity of 618, had a 1976-77 enrollment of 432 students, of whom 15.8 percent were minorities. The School District estimates that the enrollment in the area, especially elementary schools, will decline in the future. This situation has prompted the School District to make plans for the future utilization of the school buildings.

The Kansas City Public Library operates a branch library at Manchester School.

(3) Two Fire Stations Presently Serve The Area.

These stations, one located in the 6600 block of Independence Avenue and another in the 6600 block of Truman Road, are scheduled to be closed as part of the City's Fire Protection Improvement Plan. They will be replaced by a new station to be constructed at Independence Avenue and Van Brunt Boulevard and another station in the vicinity of 22nd Street and Hardesty.

(4) Five Public Parks Provide Sufficient Open Space.

The open space needs of the community are served by the Blue Valley Recreation Center Park (22.4 acres), New Winner Park (11 acres), Sheffield Park (11.2 acres), Corrington Playground (9.9 acres), and Blue Valley Park (237.8 acres).

(5) Commercial Enterprises In The Neighborhood Have Been Built In The Form Of Strip Commercial Development.

These strip commercial businesses have been developed along Independence Avenue and Truman Road. Many of these businesses cater to a clientele outside the planning area as well as the needs of the residents of the neighborhood.

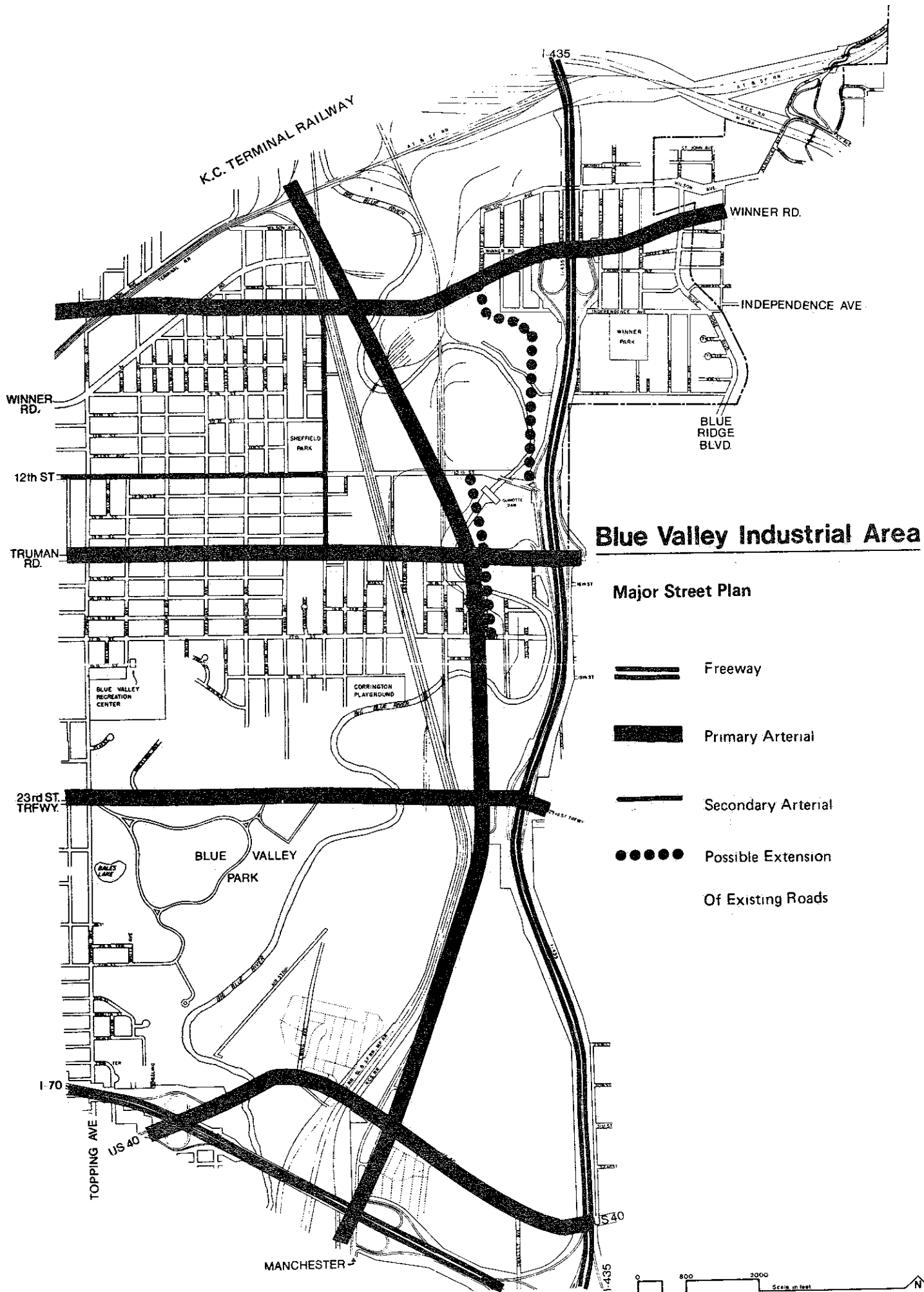
(6) The Internal Street System Provides Good Access To Interstate Freeways.

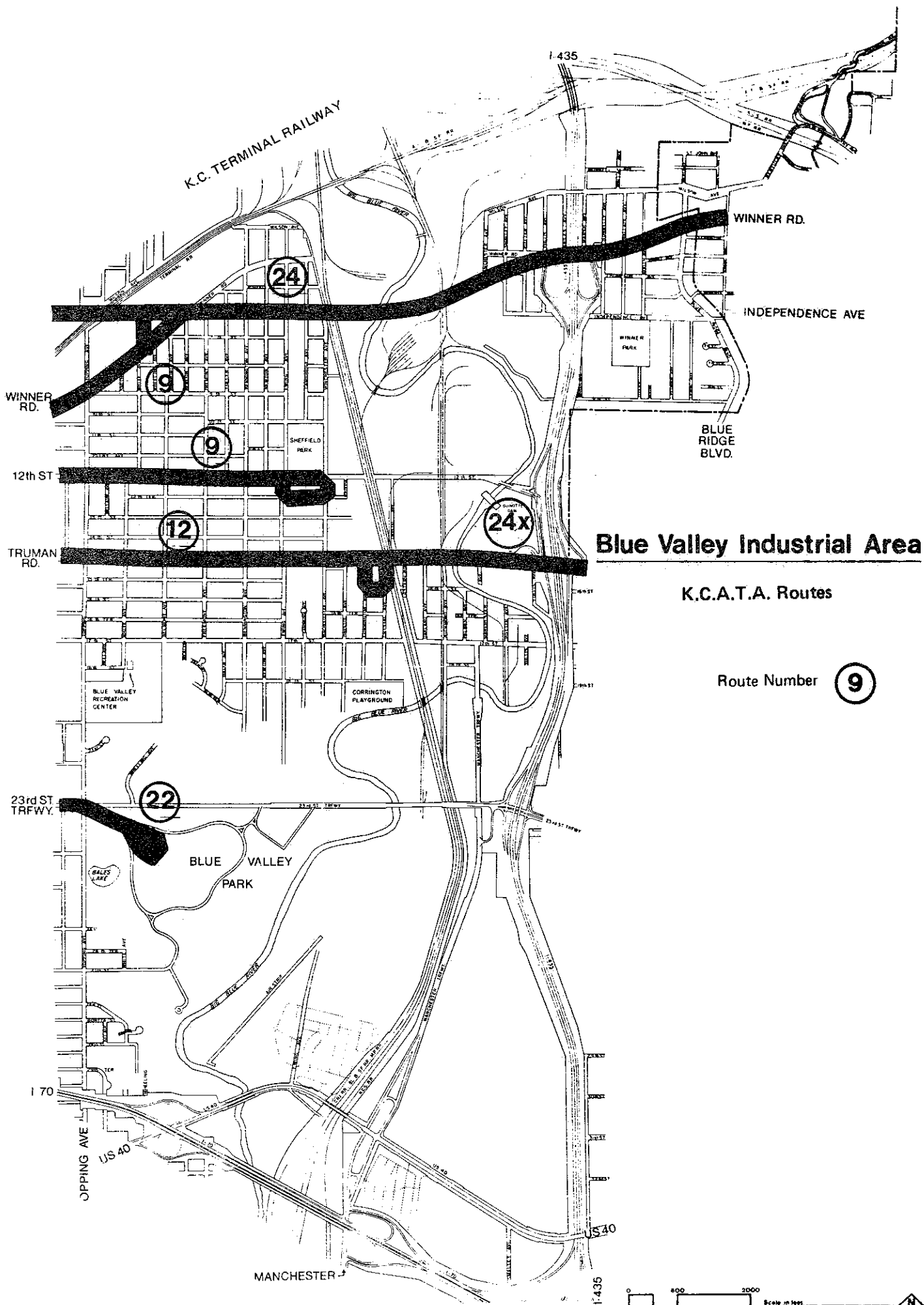
On the east, the area is bounded by Interstate 435 (I-435) and on the south by Interstate 70 (I-70). Neighborhood residents have good access to these two major interstate

highways through U.S. Highway 24 and 40 which cross the area in an east and west direction. These two U.S. highways generally carry traffic from the western part of Kansas City to the eastern part of the City and to the City of Independence. Other major arterials which provide access to the interstate system are Truman Road, 23rd Street Trafficway and Manchester Trafficway. The City's Major Street Plan proposes that Manchester Trafficway be continued in a northwesterly direction until it joins the Chouteau Expressway. However, the exact road alignment has not been identified.

(7) Public Transit Serves The Area.

The Kansas City Area Transportation Authority (KCATA) has four transit routes serving the planning area. Routes 24, 22, 12, and 9 cross the area in an east and west direction. The main function of line 24 is moving people from downtown Kansas City to the eastern part of the City and the City of Independence. That part of this line which is routed along Truman Road is an express route and no stops are scheduled within the planning area. Route 9 provides access to the northern part of the planning area. This route ends at 12th Street and Winchester Avenue. Line 12 ends its run at 12th Street and Crystal Avenue. Line 22 ends its run at Blue Valley Park. Dial-A-Ride, **which** provides transportation for the elderly and the handicapped, is also available.





3. SEVERAL SMALLER RESIDENTIAL AREAS HAVE A WIDE VARIETY OF PROBLEMS

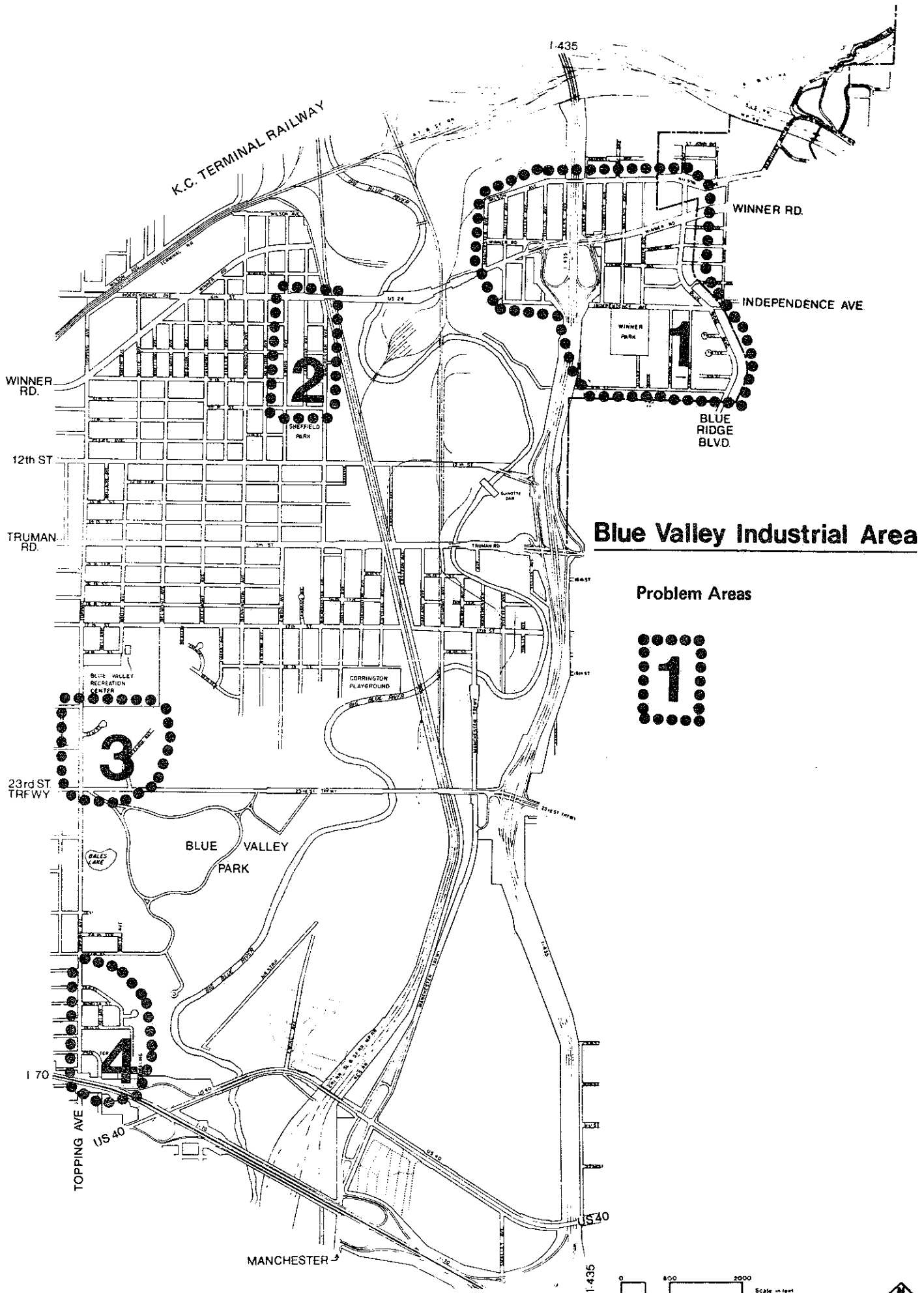
(1) Problem Area 1 Is Beginning To Deteriorate.

- Housing, physical, and socio-economic characteristics----The majority of the dwelling units in this area are single-family. A large number of these units (approximately 40 percent) are deteriorating. Many of the streets, especially side streets, are in need of repair and lack curbs and gutters. There are few sidewalks. Ground maintenance is poor and trash and weeds are found in many parts of the area. There is also a high percentage of transient population. Permanent residents believe that many of the problems in the neighborhood (trash, poor maintenance of the dwellings) are caused by the transient population.

In brief, this area suffers from problems in general environmental quality and neighborhood relations. Programs addressing these problems would make the area more attractive for investment in housing (either rehab or new construction). The city, through certain programs or actions, (providing or repairing streets, developing citizen participation in the neighborhood's affairs) may help create a satisfying environment in the neighborhood.

(2) Problem Area 2 Is Adversely Affected By An Adjacent Industrial Area.

- Housing, physical, and socio-economic characteristics----The majority of the structures in this predominantly single-family area are deteriorated (approximately 70 percent). Streets, as well as sidewalks, curbs, and gutters are in poor condition. The area is within the Sheffield Neighborhood Association. This Association is involved in the Neighborhood Property Conservation Program (NPCP). At the present time, this program only includes grounds inspection, but this community group is trying to expand it to include exterior code enforcement. The Parks and Recreation Department



indicates that Sheffield Park satisfies the open space requirement very well. However, recreational facilities such as children's play equipment are non-existent.

(3) Problem Area 3 Consists Mainly Of Townhouses.

- Housing, physical, and socio-economic characteristics----Some of the townhouses in the Park Tower Gardens development are vacant and constantly vandalized. Playground equipment as well as recreational programs for small children are inadequate. The area is within the Blue Valley Neighborhood Association. However, not many of the residents belong to this association.

This area is important to the stabilization and continuing viability of the residential part of the whole planning area. The residential function in this study area is basically a solid neighborhood. The city should recognize the problems that now exist in Park Tower Gardens. The prompt solution to the problems of this area should be a top priority among the residents, businessmen, and the City.

(4) Problem Area 4 Is Almost Half Deteriorated.

- Housing, physical, and socio-economic characteristics----Approximately 45 percent of the residential units in this area are deteriorating. The streets are narrow and in poor condition. Curbs, gutters or sidewalks are non-existent.

The housing conditions are a definite blighting influence and street and sidewalk construction would not improve the visual aspect of the area a great deal. Consequently, any capital improvements that the city may perform would have to be coupled with a program designed to improve the visual aesthetics of the area. This objective could be accomplished by improving the visual environment through clean-up and

paint-up programs, grounds code enforcement, and where needed, demolition of the dilapidated units.

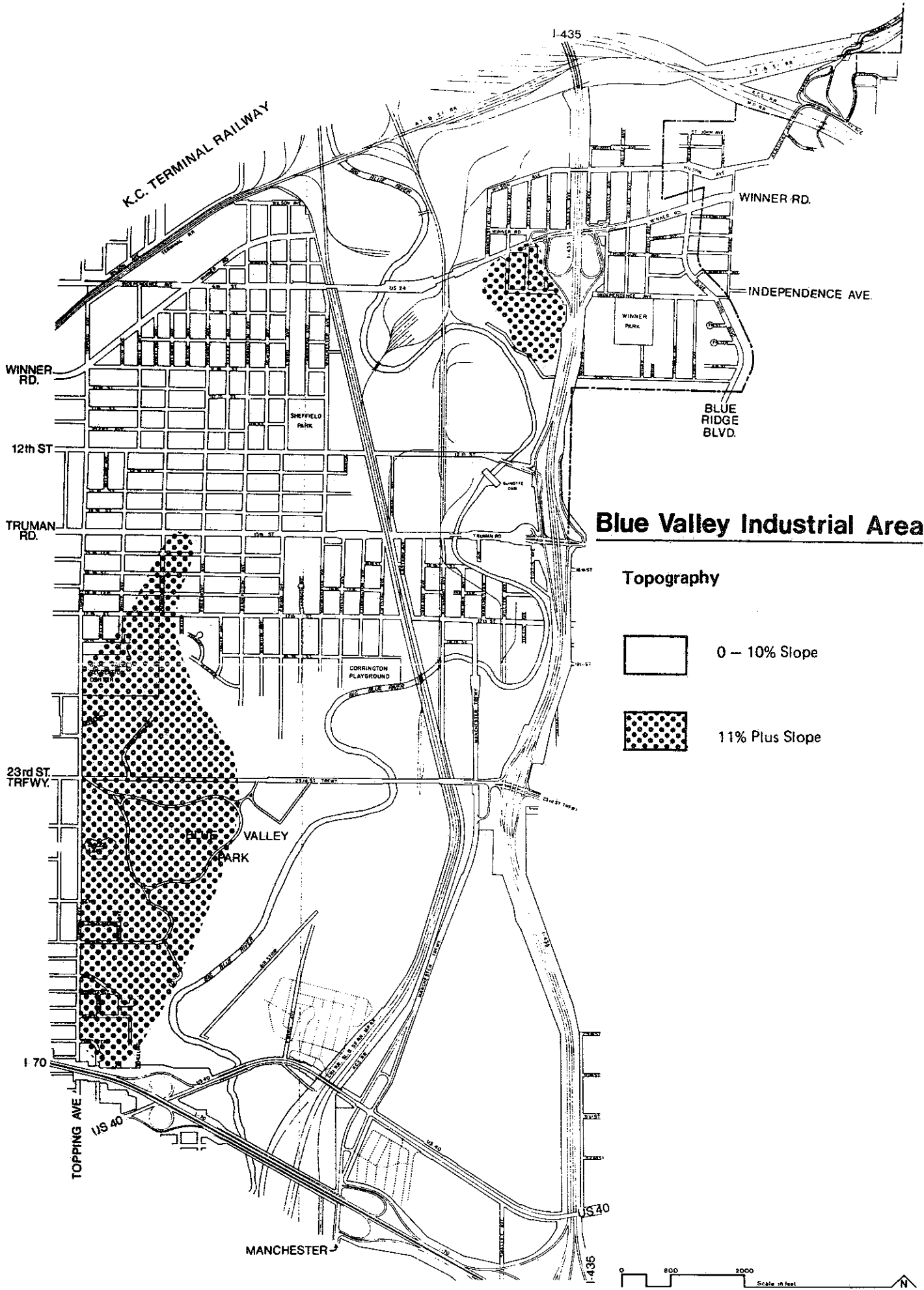
4. THE INDUSTRIAL FUNCTION PLAYS AN IMPORTANT PART IN THE DEVELOPMENT OF THE KANSAS CITY ECONOMY

(1) The Blue Valley Industrial District Contains Light and Heavy Manufacturing Concerns.

The major industrial enterprises in the area include Armco Steel Corporation, Sheffield Steel, Union Wire Rope (the latter two being divisions of Armco), Butler Manufacturing Company and Certain Teed Corporation. Several auto salvage yards as well as many smaller manufacturing industries are also found in this industrial area. A number of these firms not only serve a local market but a national and international market as well.



(2) Access To The Industrial Area Can Be Improved.

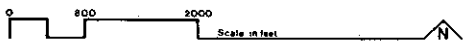
The area is traversed by the Big Blue River and a large number of railroad tracks. The river and the tracks are located to the west of I-435 and run in a north-south direction



Blue Valley Industrial Area

Topography

-  0 - 10% Slope
-  11% Plus Slope



limiting east-west access. The primary arterials, namely Truman Road, 23rd Street and Independence Avenue are elevated above the river and railroad tracks. Development of a street system directly into the industrial area is limited. At the present time, 17th Street, which is a residential street, is heavily used by persons traveling to and from the Blue Valley Industrial area. This situation can be alleviated by improving access from the major arterials into the industrial area.

(3) Industrial Activity Has Been Constant During The Last 12 Years.

During 1964, the City Development Department conducted a survey of the industries in the area. At that time, there were approximately 185 industrial concerns. These establishments produced a variety of goods ranging from fabricated metal products to pottery accessories. According to the 1964 survey, employment was approximately 9,260. Armco was the largest employer. Other major employers were: Vendo; Butler Manufacturing Company; Black, Sivals and Bryson, a manufacturer of steel products; and Union Wire Rope. These five industries employed 5,210 persons or 56.3 percent of the total number of people working in the area. Some of these industries - such as Vendo and Black, Sivals and Bryson - are no longer in the area.

In its November of 1976 "Estimates and Projections," the Mid-America Regional Council shows that the 1970 employment for the area was 11,496 people. Estimates for 1980 are 10,860 persons and for 2000, 11,856 persons. At the present

time, the area contains approximately 200 industries.

(4) Approximately 1,400 Acres Of Land Are Zoned For Industrial Uses.

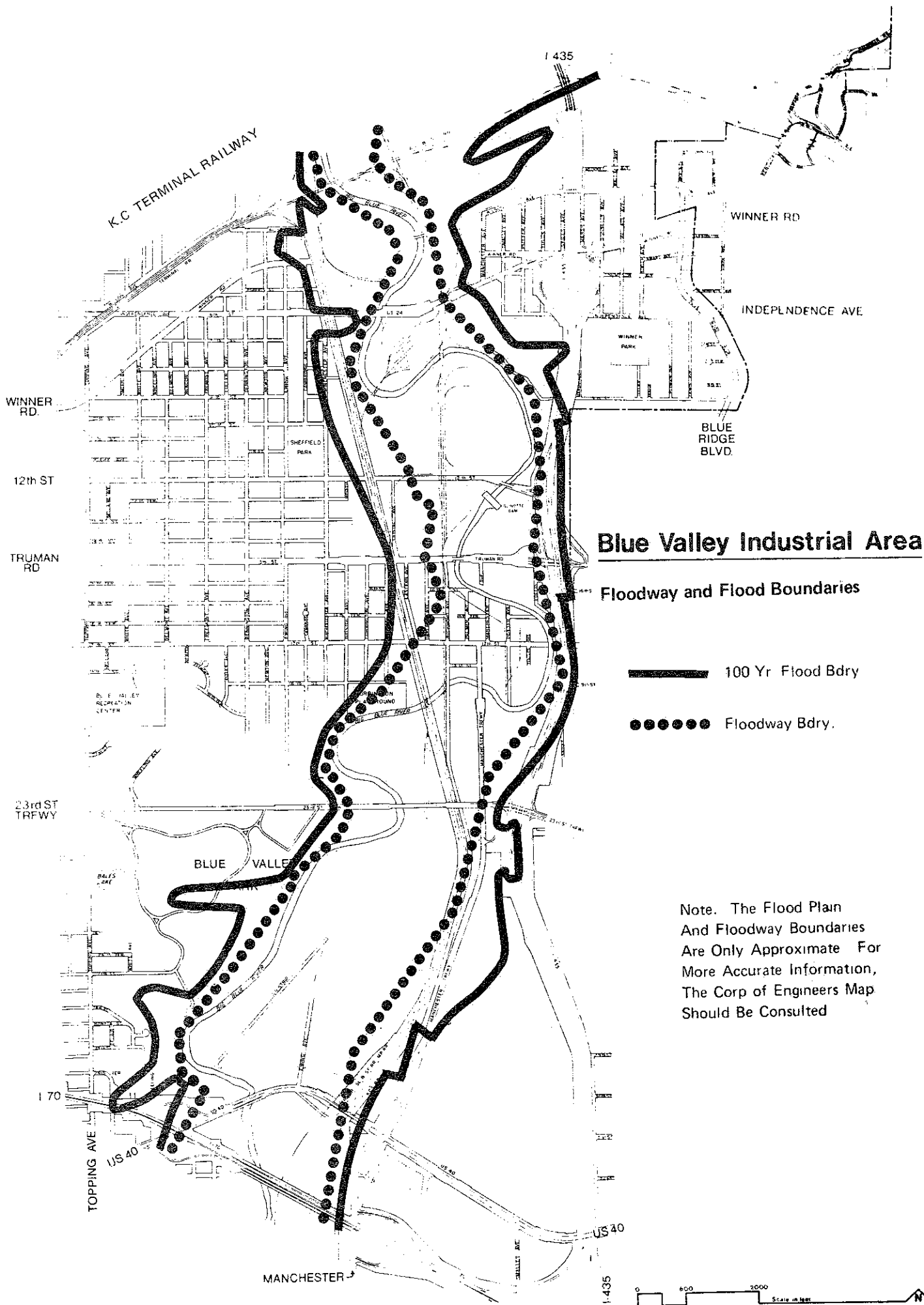
Of the land zoned for industrial uses, approximately 400 acres are vacant. At the present time, 150 acres or 38 percent of the total vacant land is buildable. Some of the land now located in the flood plain will become available for industrial development after the improvements in the Blue River are completed.

(5) Property Ownership Of The Vacant Parcels Is Fragmented.

There are approximately 60 vacant parcels in the area and, even though the majority of them are contiguous, they are owned by 30 different people or corporations. These parcels range in size from 1 to 60 acres.

(6) Much Of The Industrial Area Is Subject To Flooding At The Present Time.

- The industrial area is located in the flood plain of the Blue River----The basin (the area drained by a river and its branches) of the Blue River has an area of 272 square miles. Most of the land in this basin is located in Johnson County, Kansas (56 percent) and the rest (44 percent) in Cass and Jackson Counties, Missouri. The river flows in a northeasterly direction to the Missouri River and enters the planning area when it crosses Interstate 70 (I-70). A majority of the industries or industrial parcels located in the planning area are in or near the existing flood plain and the floodway. (Floodway is the area which must



remain open to carry flood waters). Most of this industrial area is located in the 100 year flood plain. This means that each year there is a one percent chance that a flood will occur of sufficient magnitude to cover the area.

The 1961 Blue River flood caused almost \$8 million dollars in damages. Fifty-eight industrial plants located throughout the river basin were damaged, with an estimated loss of \$4.3 million dollars. One hundred and five businesses and 424 homes were also damaged with the losses amounting to \$2.5 million and \$595,000 respectively. Two deaths were also attributed to the floods.

According to a study prepared by the Corps of Engineers, Kansas City Region, "A flood of still greater magnitude than the record flow of 1961, which had a statistical frequency of once in 30-40 years on the average, is well within the realm of probability."

- Solutions are being considered to control flooding---The Corps of Engineers and the City are presently working to find a solution to the flood problem. In a review report on the Blue River, it is stated that the most critical problem of the basin is a need for flood control. The improvement plans for the Blue River Basin consist, among other things, of enlarging, cleaning and paving the channel. These improvements will reduce the elevation of the waters; therefore, the damage caused by the water will also be reduced. The Corps of Engineers states that the improvements "would provide complete protection against a flood having an average frequency of occurrence once every 75 years in the lower, highly industrialized portion of the basin downstream of 63rd Street. Moreover, floods which begin to cause more than minor damage would have a frequency of once every 130 years."

Approximately 90 percent of the development in the area (this percentage includes the whole river basin) will not be in the flood plain once channel improvements are made. The Corps of Engineers states that when the proposed plan is made operative, "a recurrence of the 1961 flood would cause little or no damage."

II. THE AREA SHOULD CONTINUE TO BE A
MODERATE INCOME RESIDENTIAL COMMUN-
ITY AS WELL AS AN INDUSTRIAL AREA

1. THE BASIC GOAL WILL BE TO MAINTAIN THE PHYSICAL VIABILITY
OF THE PLANNING AREA

(1) Potential Changes In The Residential Function
Of The Planning Area May Occur In The Future.

Some of the potential socio-economic changes are the increasing number of elderly citizens, the decline of population, the relative decrease (in relation to the metropolitan area) of the population's income and the possible racial change. In the older parts of the residential areas, changes which continuously shape the future of these neighborhoods are inevitable. Nevertheless, they need not lead to decline and deterioration. The main objective is to maintain a sound environment and pride in the area.

Actions which will help shape the future residential function will not all come from the City's intervention but from the residents themselves. Neighborhood organizations, through actions that may not have any obvious visible results, may help maintain the present functions of the neighborhood well into the future. These organizations will have to continue to develop and maintain a sense of community pride. The city can encourage community actions such as community welcome wagons or group activities such as clean-up campaigns

and home repair services which would help improve the image of the neighborhood.

(2) Commercial Enterprises Will Require A Minimum Of Space.

The strip commercial activities that have developed along the major thoroughfares will continue to exist. Other commercial uses such as convenience type stores may develop. However, these commercial developments should only supplement the residential function and should be planned in such a way that they complement and enhance the residential neighborhood.

2. INDUSTRIAL EXPANSION WILL BE SLOW

This is an established industrial community and most of the growth that may take place would be through plant expansion. The cost of floodproofing new buildings may impede industrial expansion. In the near future, the city will be considering standards for construction or improvements within the floodway. Once future channel improvements in the Blue River basin are completed, many of the industries will no longer be subject to flooding and will readily be able to expand.

III. GUIDELINES FOR DEVELOPMENT WILL HELP
MAINTAIN THE VIABILITY OF THE NEIGH-
BORHOOD

1. THE FOLLOWING GUIDELINES SHOULD STRENGTHEN THE PHYSICAL
CHARACTERISTICS OF THE PLANNING AREA.

- (1) To Maintain The Stability Of The Neighborhood,
A Variety Of Programs Such As Rehabilitation
Of Deteriorating Structures And Demolition Of
Dilapidated Units Should Be Implemented.
- (2) Provide A System Of Loans And Grants To Help
Those Individuals Financially Unable To Rehabili-
tate Their Homes.
- (3) Rehabilitation Plans Should Be Complimented By A
Public Improvement Program.

This program should include curbs, gutters, sidewalks and streets. Whenever these improvements have to be paid by the residents and industries in the area, it is very important that the residents, through community organizations, be involved in helping determine the priorities, locations and extent of public improvements for the planning area.

- (4) Pollution In The Big Blue River Present A Health
Hazard And Other Negative Environmental Effects.

Any type of pollution which would contaminate the river should be eliminated.

- (5) Street Lighting Should Be Changed To Sodium Vapor.

All incandescent lamps should be changed to sodium vapor which is brighter and less expensive to operate in the long run. New installations should meet all modern professional standards.

Some of the parks and community centers in the area, such as Whatsoever, may also benefit from the installation of lights.

- (6) The Industries And Existing Community Organizations Should Jointly Develop A Transitional Area (Open Space) Between The Industrial And Residential Areas.

- (7) Existing Community Organizations Should Try To Create A Communication Link Between Them And Auto Salvage Yard Owners.

The main objective is to try to improve the visual appearance of those sites where this type of use is located.

- (8) Vacated Fire Stations Should Be Used For Some Other Public Purpose.

2. THE PREVIOUSLY MENTIONED GUIDELINES SHOULD HELP CREATE A SENSE OF IDENTITY FOR THE NEIGHBORHOOD

IV. ACTIONS SHOULD SATISFY THE PRESENT
NEEDS OF THE NEIGHBORHOOD

This plan has identified the needs of the planning area. Very often, these needs are not included in current programs of the City Council. Therefore, the process of adjusting city programs to meet the needs of the community may take more than one fiscal year.

The actions delineated below are goals that the community would like to accomplish. However, the city has only limited funds and some of the needs of the community cannot be met in the foreseeable future.

Priorities should be established so that available funds can be used to meet the neighborhood's highest priority needs.

1. TO MAINTAIN THE STABILITY OF THE PLANNING AREA, A PROPERTY CONSERVATION PROGRAM SHOULD BE IMPLEMENTED

This program should be particularly directed to improve conditions in the sub-areas mentioned in the first section of this report. Such a conservation program should include:

- (1) Demolition Of Those Structures Which Are Beyond Repair And Present A Health And Safety Hazard.
- (2) Grounds/Exterior Code Enforcement Program.
- (3) A Public Improvement Program (Curbs, Gutters, Sidewalks, Streets, Street Lights).

- (4) Continuation Of The Paint Up Program In The Neighborhood.
- (5) Establish Financial Assistance To Those Residents Financially Unable To Maintain Their Homes In A Safe And Sanitary Manner.
- 2. WEED CONTROL, AS WELL AS STREET CLEANING, SHOULD BE IMPROVED IN THE AREA
- 3. THOSE STRUCTURES THAT MAKE A SIGNIFICANT CONTRIBUTION TO THE HERITAGE AND ALSO TO THE IMAGE OF KANSAS CITY SHOULD BE IDENTIFIED AND PRESERVED
- 4. TO AVOID FURTHER COMMERCIAL INTRUSION INTO RESIDENTIAL AREAS, THE CITY SHOULD NOT GRANT ADDITIONAL COMMERCIAL ZONING
- 5. IN THE PARK TOWER GARDEN DEVELOPMENT, ADDITIONAL RECREATIONAL FACILITIES FOR SMALL CHILDREN SHOULD BE UPGRADED
- 6. COMMERCIAL DEVELOPMENTS SHOULD BE RESTRICTED TO MAJOR STREET FRONTAGES

However, because of the many traffic and parking problems associated with strip commercial development, a more detailed project plan dealing with possible solutions and improvements of the Independence Avenue and Truman Road Corridors should be conducted.

- 7. ALTERNATIVE USES FOR THE SITE OF THE CLAY SCHOOL BUILDING, WHICH-WAS-DAMAGED BY FIRE, SHOULD BE DETERMINED

One of such uses could be housing for the elderly. Uses which may be detrimental to the residential character of the neighborhood (storage facilities, light industrial uses) should be avoided.

8. THE CHANNELIZATION OF THE BLUE RIVER SHOULD BE PURSUED

This action would preserve the Blue River industrial facilities and the concomitant employment and tax base which are of utmost importance to the City's economic base.

9. THE COMMUNITY FACILITIES IN THE AREA SHOULD BE UPGRADED

The present services offered by the Blue Valley Recreation Center (18th and White) and the Blue Valley Park (23rd and Topping) are not adequate to meet demands for the present population. Improvements at the Blue Valley Recreation Center would provide additional facilities for recreational and cultural activities. The Center is also in need of a new plumbing system, electrical upgrading, air conditioning and the remodeling of the community meeting rooms.

Sheffield Park should be equipped to meet the needs of residents of all ages. Items such as grills, tables, tennis courts, would draw a broader range of use.

Improvements in the Blue Valley Park would include installation of lights for two baseball fields.

10. STREET SIGNS SHOULD BE ERECTED ON 17TH STREET AT BRISTOL, NEWTON, BENNINGTON AND FULLER TO INDICATE THAT THESE ARE DEAD END STREETS

11. VEHICULAR ACCESS TO THE INDUSTRIAL AREA SHOULD BE IMPROVED

One way would be to extend Manchester Trafficway to 12th Street. Another alternative would be to extend the frontage road connecting Truman Road and 12th Street parallel and west of I-435 to Highway 24 (see Major Street Map).

12. ALTERNATIVE USES OF THE FIRE STATIONS SCHEDULED TO BE CLOSED SHOULD BE SOUGHT.

One of such alternatives could be the use of these stations for community meetings.

13. SIDEWALKS TO SERVE CHILDREN WALKING TO AND FROM ASKEW SCHOOL ARE NEEDED SOUTH OF 17TH STREET ON TOPPING AVENUE

14. CARS ARE ALLOWED TO PARK ON BOTH SIDES OF THE RESIDENTIAL STREETS, A SITUATION THAT SOMETIMES CAUSES TRAFFIC AND CIRCULATION PROBLEMS

A study of the street system, with the involvement of the area's residents, should be conducted to identify possible future parking regulations and one-way pairs.

15. SCREENING OF JUNKYARDS - WHICH WILL IMPROVE THE AREA'S APPEARANCE - SHOULD BE ENCOURAGED

